The Mining Journal.

No. 422.] ENLARGED SHEET. **[Sept. 23.**

ABRIDGED PROSPECTUS.

NORTH BRITISH RAILWAY,
FROM EDINBURGH TO BERWICK-ON-TWEED.
Capital, £800,000.—Shares, £25 each.
Subscribers not liable beyond the sums they subscribe.

PROVISIONAL COMMITTEE.
The LORD PROVOST of Edinburgh.
The PROVOST of Leith.
The MAYOR of Berwick.
And fifty-four others, as in previous advertisements.
GRAINGER and MILLER, Engineers.
Mr. CHARLES F. DAVIDSON, 22, Queen street, Edinburgh, Interim Sec.
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The committee come before the public under the conviction that the time has arrived when this great national work will receive general support. By being connected with the Edinburgh and Glasgow and the east coast English railways, it will absorb the greater portion of the passenger traffic with England; and it will reduce the time for the journey between Edinburgh and London to sixteen hours.

The cost of construction will be moderate—the works being of easy execution—and the price of materials and labour very low. The object is to make an efficient line, at an expense which will ensure a handsome return. The calculations as to revenue are based on the statements of the Government Commissioners, who reported on the line in 1841. Assuming these, the revenue will be—

From passengers, at 1½d. per mile average	£46,791
Anticipated increase two-thirds	31,194
From goods, at 3d. per ton per mile, cattle, &c.	31,564
Total traffic	£109,549
Deduct, for expense of working, &c.	36,516
Free revenue, or 8 per cent. on capital	£73,033

Experience has proved the increase of traffic, caused by railways, to be more than double what is assumed here.—Four per cent. interest will be allowed on calls after an Act is obtained, from the date of payment till the line is opened.

Applications for shares may be made in London, to Messrs. H. and M. Boyd, 4, New Bank-buildings; Mr. H. Francis, 57, Threadneedle-street; or to the Interim Secretary in Edinburgh, from either of whom copies of the prospectus, containing full information, may be had.

LORD PETRE AND THE EASTERN COUNTIES RAILWAY COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—My attention has necessarily been called to the letter of Mr. Coverdale, the land steward to Lord Petre, of the 12th inst., inserted in your paper, and I regret that the public should have to be troubled with personal discussions between Mr. Coverdale and myself; but, as Mr. Coverdale has resorted to the public prints to give his version of matters, I am compelled to claim the same privilege of publicity. Mr. Coverdale's letter professes to establish that I am in the wrong, in contradicting three statements, given by Mr. Coverdale to Lord Petre and his solicitors, as to what fell from me at the public meeting at Ingatestone, held on the 15th of July last, to determine at what spot the Ingatestone station should be placed.

The question, therefore, becomes this, whether Mr. Coverdale's three statements are correct, or my three contradictions of those statements? Two of the statements of Mr. Coverdale refer to an agreement between Lord Petre and the company dated in December, 1841, in which a provision was contained for Lord Petre giving his consent to the Ingatestone station being placed at Old Hall-lane. The third statement was made to the public by Lord Petre, upon the information of Mr. Coverdale, as intimating substantially that at the meeting before the inhabitants proceeded by voting to decide upon the spot for the station between a place called Stock-lane and the Hall lane, the company took away all choice from the meeting, by declaring, that if Hall-lane was decided upon by the votes as the more convenient spot, yet the directors would not place it at that locality.

The three statements of Mr. Coverdale, as repeated in his letter, are as follow:—

"1. That I told the meeting, that at the time of the execution of the abovementioned agreement, it was unknown to the board that the agreement contained a provision, with Lord Petre's consent, to the erection of a station at Hall-lane.

"2. That I announced to the meeting that this agreement was 'smuggled through the board.'

"3. That I gave the meeting to understand, before those present proceeded to vote, that the company would not form a station at the Hall-lane, and thus compelling the inhabitants to ask for one at Stock-lane."

Two different certificates are set out in this letter as having been signed by some persons present at the meeting, corroborating the first two statements, and the third statement Mr. Coverdale seeks to support by the printed report of the proceedings of the meeting contained in the *Essex Standard*. I shall now proceed to point out what I trust will satisfy every person but Mr. Coverdale, and those who have at his bidding, or under his deceptions, signed the above certificates, that these, his three statements, are each and all utterly incorrect.

In regard to Mr. Coverdale's first statement, I have to say, that two experienced newspaper reporters were present at the meeting, and each took down my words, and I furnish the communications of each, as handed to me in reply to my inquiries. Unless Mr. Coverdale can make people believe that the reporters invented my words, I feel that they are most precise in convincing every candid mind that I asserted at the meeting, that the directors, when executing the agreement in question, were aware that it contained a provision for permitting the Ingatestone station to be put at Hall lane.

"Eastern Counties Railway-office, Shoreditch Station, London, September 18.

"SIR,—As you were the reporter for the *Essex Herald* present at the public meeting at Ingatestone, on the 15th of July last, I refer you to the statements in Mr. Coverdale's letter to the editor of that paper, dated the 13th of September inst., and I beg to be informed whether, at that meeting, I used the word 'smuggled,' as set forth in Mr. Coverdale's letter, or in any other manner. I also beg to ask whether I stated at this meeting, that at the time of the execution of the agreement by the company, containing the provision with Lord Petre's consent to put the station at Hall lane, it was unknown to the directors that the agreement contained such a provision? I also beg to be informed what to your recollection was my statement to the meeting, when asked if I was at liberty to put the station at Hall-lane, should the majority of the meeting vote for its being placed at that spot.

"I am, Sir, your obedient servant,

"To the reporters of the *Essex Standard* and *Essex Herald*." "RICHARD HALL.

"Chelmsford, September 17.

"SIR,—On the receipt of your letter, I referred to my short hand notes of the proceedings at the Ingatestone meeting, but I do not find that the word 'smuggled' occurs in them. I have no recollection of the word having been used by you.

"In reference to the agreement alluded to, you will find in the report in the *Essex Herald*, the correctness of which my notes and memory confirm, the following passage:—'Mr. Hall: The common seal was put to that agreement, every gentleman present objecting to it.—Mr. Braithwaite said it was necessary for engineering, and was a mere permissive act.' Immediately afterwards you added—'It had been discussed before; it was late in the day, and they all objected to it most distinctly.'

"With respect to the third point—when a gentleman inquired whether you had the authority of the board to say the station should be there, if the meeting agreed to a resolution in favour of Hall-lane, I understood you to reply—No; but you could bring it before the board, and get their decision on it. I particularly recollect this, because I directed your attention to the point, and asked you a question upon it, after the business of the meeting had closed.

"I remain, Sir, your obedient servant,

"Richard Hall, Esq. "THE REPORTER OF THE 'ESSEX HERALD.'"

"Chelmsford, September 19.

"SIR,—In reply to your letter of the 18th inst., containing three questions relative to the proceedings at the public meeting at Ingatestone on the 15th of July last, I beg, in the first place, to state that I have not preserved my short hand notes of what occurred on that occasion, it not being my practice to preserve such notes more than a few weeks after the publication of the report made out from them.

"With respect to your three questions, I beg to state—1st, that I did not, on that occasion, hear you make use of the word 'smuggled.' If I had heard such a [illegible] I should most certainly have inserted it in my report, as I should have considered it of material import in its application. 2. The impression on my mind is, that your statement relative to the execution of the agreement by the company, containing the provision with Lord Petre's consent to put the station at Hall-lane, was positively to the effect that the directors were aware that it contained such a provision, but that they considered the provision to be a permissive and not a compulsory one on them to erect a station at Hall lane; and the following passage in my report shows, without reference to my memory, that such was my impression at the time:—'Mr. Hall: It had been repeatedly discussed, and all objected to it; but Mr. Braithwaite said it was a mere permissive agreement.' 3. With respect to the question, I need not recur to my memory for a reply, as my report shows my impression, which was, that you meant to say, that supposing the majority of votes to be in favour of erecting the station at Hall-lane, you were not at liberty to say that you were willing to erect it at that place; that is, that you were not then authorised by the board so to state. "I have the honour to be, Sir,

"Your obedient servant,

"Richard Hall, Esq. "THE REPORTER OF THE 'ESSEX STANDARD.'"

The known accuracy of experienced newspaper reporters is so sufficient in itself to overthrow Mr. Coverdale's first statement, that confirmation of their reports [illegible] and unnecessary. Still, the certificate below, which is signed by ten persons present at the meeting, places beyond doubt the fact of Mr. Coverdale's misrepresentation. The second statement above mentioned, of Mr. Coverdale and my contradiction, refers simply to the term "smuggled." I did say the agreement was "hurried through the board at the close of its sittings." But the term "smuggled" I [illegible] and I may fairly ask, if the expression "smuggled" imports, as it does, that the agreement was executed by the board with suppression of a knowledge of its contents, how could I possibly have used such a term, when I explained to the meeting what was the reverse of "smuggling the agreement"—viz., that the board did know the contents, and required the information whether the language as to the station at Hall-lane was obligatory or permissive?

The strong confirmations to which I above allude are again the letters of the reporters and the certificate of the gentlemen present at the meeting. The newspaper reports of the meeting in the *Essex Standard* and *Essex Herald* extend to three or four columns. In not one line does the word "smuggled" appear, and these reports are published before any contest arises whether the word was used or not. This must satisfy the public of Mr. Coverdale being in error, especially when they see his statement contradicts itself from the utter improbability of my having used the expression, and when they read the distinct confirmations given by the reporters and contained in the undermentioned certificate that the word was not used. The third statement of Mr. Coverdale he supports by referring, not to signed certificates or to his own memory, but to the report in the *Essex Standard*. It is remarkable that he did not quote this report to support his first two statements; but the obvious and excellent reason is, that it substantially contradicted each. But when it served his purpose to find a few words in the report to back up his third erroneous statement, by which it is charitable to suppose Lord Petre was misled, he then calls the report an authority, and stands upon it as his support. This course of proceeding is surely discreditable. But, fortunately, the reporter who abbreviated my words into the expression upon which Mr. Coverdale pins his statement, explains the meaning he intended to convey, although he has destroyed his notes; and the reporter of the *Essex Herald*, who has preserved his notes, took down the words uttered by me, and they appear in his letter; and both reporters' letters, especially that of the reporter of the *Herald*, distinctly establish what I assert as a fact—that the choice of Hall-lane was open to the public meeting, and that if the inhabitants had selected Hall-lane, it would have become a question for the directors whether they should not accede to the thus expressed wishes of the public of Ingatestone and its neighbourhood.

Having disposed of those three statements of Mr. Coverdale, and established that my contradictions of them can never be overturned, but must remain as a stigma upon Mr. Coverdale for circulating misrepresentations of what occurred at the meeting, I would ask, similarly to Mr. Coverdale's inquiries in his letter, whether in reference to a fourth difference of statement between Mr. Coverdale and myself, as to what took place in a private meeting between us, in regard to the eligibility of Hall-lane for the Ingatestone station, in an engineering point of view, if there can be any doubt to which of the two reports, Mr. Coverdale's or mine, as to what was stated at that meeting the public should give credence? I very confidently leave the question to be decided by the inference, that whichever of us is most in the right as to the other three statements is most likely to be correct as to this fourth statement. But further materials exist to enable the public to form a judgment on this subject, and to decide whether Mr. Coverdale appears to be a person who has weighed with great exactness his statements regarding the Ingatestone station, or to have been carried away by his feelings of devotedness to his noble master.

The trains having stopped, by the company's orders, at Stock-lane, to take up and set down passengers, Lord Petre moved for an injunction; and it being a great point for his Lordship to prove that the company had loaded and unloaded heavy goods at Stock-lane, an affidavit in support of an injunction was sworn by Mr. Coverdale on the 4th of August, and contains the following passage:—"And the said company have also daily, since the time last aforesaid, loaded and unloaded at the said northern platform, from their said trains and carriages, divers quantities of heavy and other goods; and such passengers and goods respectively have been taken up and set down, and landed, loaded, and unloaded, respectively upon and from such of the trains and carriages of the said company as were travelling upon the rails next adjoining to the said northern platform, by means of the said northern platform."—Upon this statement of Mr. Coverdale's chiefly was the injunction obtained by Lord Petre, *ex parte*, against the company.

The station clerk of the company at Ingatestone, however, who knew every circumstance intimately which had taken place at Ingatestone, made an affidavit in reply on the 7th of August, three days afterwards, from which the following is an extract:—"Deponent, William Halsley Sprout, saith, that since the 1st day of August inst., no parcels or goods whatever have been brought to, or taken from, Ingatestone by the trains of the said company, deponent having then received orders to that effect from the defendants; and that from the time of the trains stopping at Ingatestone to the said 1st day of August six small parcels constituted the whole of the goods that have been brought to or taken from Ingatestone by the trains of the said company." Upon this affidavit, in reply chiefly, the injunction, as far as it prevented the company's trains from stopping at Stock-lane, was dissolved. I shall make no comment upon these affidavit statements, thus put in juxta-position, but remain, Sir, your obedient servant, RICHARD HALL,

Manager of the Eastern Counties Railway.

Eastern Counties Railway-office, September 21.

We, the undersigned, were present at the public meeting at Ingatestone on the 15th July last, and we well remember that Mr. Hall stated at that meeting, that at the time of the execution of the agreement by the company, containing Lord Petre's permission to erect a station at Hall-lane, the directors were aware that the agreement contained such permission, and that the directors had objected to it, and only agreed to it on their being assured that it was merely permissive as to placing a station at Hall-lane; and we further state that the word "smuggled" was not used by Mr. Hall, but his statement was, that the agreement had been hurried through the board towards the close of one of its sittings; and we further state, that upon Mr. Hall being asked whether, if the inhabitants should by a majority vote for Hall lane for the Ingatestone station, he was at liberty to put it there, Mr. Hall said he was not, but the fact would be placed before the directors, and the decision would rest with them, and he should urge them to reconsider the question.

THOMAS GIBBES.	W. W. HERVEY.
CORNELIUS BUTLER.	HENRY SMITH.
W. C. WELLS.	NORTH DIGGS.
H. HOGG.	W. BUTLER.
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This day is published, price 2s. 6d.,

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Will be published on the 30th inst., in 8vo., price 2s. 6d.,

RAILWAY REFORM: Second Edition; corrected, revised, and considerably enlarged.—The INDEX contains a COMPLETE ACCOUNT of all the RAILWAYS in GREAT BRITAIN and IRELAND. In the forthcoming edition there will be, in addition, the following articles on—1. The Waste of Power on Railways, and the extent to which Fares might be, with safety, Reduced. 2. The Interference of Government. 3. Centralisation. 4. Comparisons between the Systems pursued by the London and Birmingham and Great Western Companies. Pelham Richardson, Cornhill.

TO RAILWAY COMPANIES and CONTRACTORS, COAL-OWNERS and IRONMASTERS, &c.—BRYANT, JAMES, and MAY, beg to acquaint the above named, and consumers of grease generally, that they have constantly on sale GREASE of various qualities, prepared for every description of work, from the fastest passenger carriages to the ballasting waggons. The highest testimonials can be given of quality; prices very moderate.—Orders may be addressed, and samples and particulars obtained, at 13, Philpot lane, London.

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NECROPOLIS AND GENERAL METROPOLITAN CEMETERY AND FUNERAL COMPANY,
WILLESDEN, NEAR HARLESDON GREEN,
Three miles and a half from Oxford street,
COMPRISING ONE HUNDRED ACRES OF FREEHOLD GROUND.
CAPITAL £100,000,
In 10,000 shares of £10 each.—Deposit, £2 10s. per share.

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The company has combined the whole funeral performance, including the coffin and every other requisite, with the conveyance and cemetery interment, under one charge, in six classes, suitable to the means and wishes of all parties, varying in the first four classes from £6 6s. to £4 14s., with a separate hearse; in the fifth and sixth classes from £2 2s. to £1 12s. 6d., under which scale the body and mourners are conveyed by the same carriage.

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BRITANNIA LIFE ASSURANCE COMPANY,
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This institution is empowered by a special Act of Parliament, and is so constituted as to afford the benefits of life assurance, in their fullest extent, to policy holders, and to present greater facilities and accommodation than can be obtained in other offices. The decided superiority of its plan, and its claim to public preference and support, have been proved, incontestibly, by its extraordinary and unprecedented success. Among others, the following important advantages may be enumerated:

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Extract from increasing rates of premium, for an assurance of £100 for whole term of life:—

Age.	ANNUAL PREMIUMS PAYABLE DURING				
	1st 5 years.	2d 5 years.	3d 5 years.	4th 5 years.	Remainder of life.
20	£1 1 4	£1 5 10	£1 10 11	£1 16 9	£2 3 8
30	1 6 4	1 12 2	1 19 1	2 7 4	2 17 6
40	1 16 1	2 4 4	2 14 6	3 7 3	4 3 4
50	2 16 7	3 9 4	4 5 5	5 6 3	6 13 7

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DAVID FOGGO, Secretary.

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The following is a specimen of the low rates of prices at which the society can [illegible]

W. [illegible], Manager.
W. [illegible], Secretary.

TALACRE COAL AND IRON COMPANY.

Shareholders not liable beyond the amount of their shares.

Capital, £250,000—in 5000 proprietors' shares of £50 each, deposit £5 per share—to 10,000 consumers' debentures of £5 each, deposit £1, and premium £2.

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Mining Engineer—Edward Bagnall, Esq.

The prospectus from which we make the preceding extract, forming the heading of such document, must have been so generally circulated—if we may judge from the affidavits filed in the Court of Queen's Bench, from which we gather that no less than 10,000 were printed within a limited space of time—as well as the notoriety the concern has acquired from the numerous notices which have appeared in our columns—that it is hardly necessary to recapitulate the main features of the prospectus itself, on which were founded the expectations of the riches to be acquired, and which were evidently put forward as a justification for the large sum of 110,000*l.*, charged for the mines.

It is sufficient for our purpose at this stage to advert generally to the shameless abuse and system of deception practised by Mr. Alderman THOMAS WOOD and his co-directors, it being borne in mind that the legal Alderman held at the time the following very important and responsible offices, requiring not only legal acumen, but honesty of purpose; and, although the one may have been exercised to its full extent, and charged for accordingly, yet it must at the same time be admitted that there has been an evident lack of the other—indeed, there can hardly be said to have been even pretensions to honesty, if we may judge from the absence of proof. However, we must not here dilate on the subject, but endeavour as briefly as possible to give an outline of the principal features which the case presents—the charges we have preferred, the defence made, the opinions expressed by the courts of law and the press—and then leave it to the livery of London, to whom we more especially address ourselves, to say, how far Mr. Alderman THOMAS WOOD is entitled to their suffrages at the forthcoming election of Lord Mayor. If versatility of talent be considered as a desideratum, without reference to other claims—such as in our estimation should stand forward pre-eminent, and which we have been used to look to as the grounds on which the candidate for the highest honours the City can confer should possess, then we admit that Mr. Alderman THOMAS WOOD, from the multifarious offices he filled in the Talacre Coal and Iron Company, is the most fit person for filling the high office of Chief Magistrate of the city of London. The following enumeration will render this most conclusive:—

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2. Purchaser of the Mines for the Company.
3. Solicitor of the Company (self appointed).
4. Trustee of the Property (!) of the Company.
5. Director of the Company (self appointed).
6. Chairman of the Company and Board of Directors (self appointed).

It will thus be seen that Mr. Alderman THOMAS WOOD represented the company as trustee and as director; that, as solicitor, he very properly had the legal instruments to prepare for the assignment of the property, acting in the two-fold capacity of vendor and purchaser—and, therefore, it was, to say the least, very desirable that the nature of the affair should be kept within his own breast. How far he has acted honestly or wisely, we leave to the evidence we shall afford to enable our readers to judge.

Before we proceed to a recapitulation of the several charges preferred through the columns of the MINING JOURNAL, and adopted by Mr. Ald. T. WOOD in his appeal to the Court of Aldermen—but which he did not, and, we have good reason to know, could not, repudiate—it may be well to reflect on the evils which would arise from the election to the civic chair of a man who stands degraded by the opinion expressed by the Chief Justice of the Court of Queen's Bench, and the Court of Aldermen—indeed, the latter, so far from acquitting him of culpability, and expressing their sympathy and desire to record the high sense they entertained of his honour and uprightness, are content with giving expression to the opinion that the company "appeared to have been got up as a speculation presenting no probabilities of profit, and calculated to benefit no person except those by whom it had been concocted." These remarks, it will be remembered, apply to one of their own body, who, by the observance of the ordinary rules of precedence, would be elected as Lord Mayor, and as such preside over the civic councils, as well as represent the magistracy, the livery, bankers, merchants, and citizens of London. It is, then, to those whose characters will be compromised by the choice of their Chief Magistrate, if he be not such as will fairly represent the integrity of the London merchant and trader, that we appeal. If, we repeat, his character be not unassailable, he is not the fit and proper person; and the choice, if falling upon him, while it would not rescue him from the position in which he is placed, would be a lasting disgrace to the city of London.

It is not that we alone entertain this opinion, for if we refer to the columns of the *Times*, we shall find the following remarks:—"A man whose private and professional character stands in this disagreeable predicament ought not to propose himself for the Mayoralty of a great commercial city. No man should aspire to it whose professional character the Lord Chief Justice could attach the epithets 'so incorrect and so suspicious.'" It may be well here to quote the exact words made use of on the occasion on which our contemporary makes so severe, but, at the same time, so proper a comment; and, indeed, when we bear in mind the liberal subscriptions on the part of the merchants of London, in testimony of the high opinion entertained by the mercantile classes of the honesty of the *Times*, we may refer to the confirmation on their part of the view we have ever taken, as being honourable to ourselves. Had we listened to the personal applications of the learned Alderman, we might have been chargeable with, and, indeed, highly culpable in, neglecting the public weal, to advance private interest, or to cloak deception, but we are proud to say that this charge cannot be preferred, and this is well known to the Alderman himself. The following are the words used by the Lord Chief Justice with reference to the conduct of the learned Alderman in connection with the Talacre Coal and Iron Company:—"The whole of this matter appears so suspicious, and, we must add, so incorrect, that Mr. (Alderman THOMAS) WOOD has no right to complain of the rule being moved for by those who have suffered by following his advice, at a time when he was solicitor to the company, of which he himself was a member."

We will next take an extract from the report of the Court of Aldermen, on dismissing the case submitted to them by Mr. Ald. T. WOOD from their consideration, which we think, in the absence of any opinion being delivered by them as to his culpability or innocence, will be deemed sufficiently conclusive by those whose only object is to arrive at the truth; it being, moreover, remembered that the court did not think fit to call evidence in support of the charges, which was tendered on more than one occasion—indeed, it was notorious that they confined themselves, in a great measure, to such representations as it pleased the learned Alderman, aided by the learned City Pleader, and Mr. WOOD (as solicitor), to lay before them, adopting the version so presented without taking the pains of ascertaining their correctness, or causing an inquiry to be instituted through other channels, a duty which we certainly consider was imposed on them, in protecting their *fellow-citizens*—as well as that which they owed to the court of which they were members, of preserving its honour and integrity inviolate. However in the absence of evidence, beyond that presented by the learned Alderman, we find that the court could not help arriving at the following conclusions:—

"That Ald. Thomas Wood was, as a principal, connected with the Talacre Company, which appeared to have been got up as a speculation, presenting no probabilities of profit, and calculated to benefit no person except those by whom it had been concocted."

"That coal, which was the produce of another mine, had been exhibited as the produce of the Talacre Mine."

"That the designation and station of Ald. T. Wood, as an Alderman of London, had been used in the printed papers relating to the concern, as recommendatory of experiments in its available resources."

Thus much for the opinions of *others*; for *ourselves*, the remarks we have been called upon to make are before our readers, and we have nothing to withdraw, while the additional evidence which has pressed on us renders it incumbent to record one or two further points of interest, of the correctness of which we have taken due care to satisfy ourselves. We have ever dealt with Ald. THOMAS WOOD as a public man; we have considered him in his office of Alderman and magistrate of the City of London; we have observed his vain struggle to fill the civic chair, to arrive at honours, while we have not been unmindful of the vain struggle in this, and we believe we might cite other instances (an insurance company to wit, from which he was ejected), to fill his purse, careless and callous as to the injury it might inflict on the industrious tradesman, or the too-confiding capitalist. As a lawyer, his position was such as to obtain the confidence of his clients, while he even descended (if we are rightly informed) to employ tools, who, under the garb of sanctity, plundered their victims by indulging them in placing their names on the subscription list.

It will be remembered, that Ald. WILSON and Ald. COPELAND, antecedent to the last election of Lord Mayor, referred to the private circumstances of Mr. Ald. THOMAS WOOD, and although this is not a question which affects the position we have taken—for a man may be honest, though poor—yet it is a matter of consideration for the livery of London, whether they will elect, as their chief magistrate, a man who cannot afford to uphold the dignity of the office of Lord Mayor—who cannot subscribe from his purse to the numerous charities with which the city abounds—and, moreover, whose resources will not admit of that display of civic hospitality, which, indeed, may be said to form one of its principal features, as the means of bringing together parties, without regard to principles of Conservatism or Whiggism, including the bishops of the church, the judges of the land, and our first statesmen, whether seated on the ministerial or opposition benches. This we should, therefore, leave to their consideration alone, without dwelling on the question, whether Ald. T. WOOD possessed 100,000*l.*, or one tithe as many farthings, but, as the question of property involves the probity of the learned Alderman, and the value to be attached to his word, we must needs offer a word or two *en passant*. In the report of the proceedings of the Court of Aldermen (we quote the *Times* of 23d September, 1842), Ald. THOMAS WOOD distinctly stated that his liabilities were of no importance, and that the suspicion of his bankruptcy existed but in the imagination of those by whom allusion to it was made. We have, within the past few days, had submitted to us the copy of a letter, said to be written by the son of Mr. Ald. THOS. WOOD to a certain party in Wales, in reply to an application for payment of certain monies, from which the following extract is sufficient to lead to the inference, that Mr. Ald. T. WOOD's memory is exceedingly treacherous, or that his son has very improperly misrepresented the learned Alderman's position. The date of the letter is March, 1842:—Mr. WOOD's son says he is sorry to inform the applicant that his father "has been so harrassed by the claims made on him, that he has not the means of making any more payments, while there are many who have not only paid their calls, but are fully able to sustain any legal claims on the company. Proceedings, therefore, against my father, will not be attended with any benefit, and *he* (Ald. T. WOOD) deems it right to make this communication, because Mr. ——— would derive no benefit from his proceedings against *him*, even should he succeed."

It is thus clear, from the preceding extract, that Mr. WOOD, jun., wished his correspondent clearly to understand, that he "could derive no benefit from his proceedings against him (Mr. Ald. T. WOOD), even should he succeed." We have always been given to understand, that success in proceedings at law is generally followed by the enforcement of the payment of the damages and cost, where the plaintiff is proved to be in the right, and that execution issues in due course against the person or the property he may possess against whom the verdict is recorded. Mr. WOOD, jun., however, evidently wishes to impress on his correspondent, that it would be inutile to proceed against Mr. Ald T. WOOD, and why, forsooth? Why, because he was not, to use a common expression, "worth powder and shot"—this, we think, is pretty clear. He, at the same time, tells his correspondent that the learned Alderman "has been so harrassed by the claims made on him, that he has not the means of making any more payments"—slily hinting there are others who could be made to pay the piper, while he continues—"Proceedings, therefore, against my father will not be attended with any benefit." It is right we should here observe, that the only amount ever paid by Mr. Ald. T. WOOD to the funds of the company was, if our recollection serves us, 400*l.*, which, we presume, form the payments referred to in the letter from which we have made the above quotation. There is, however, one little point adverted to in the preceding extract, which, we feel satisfied, will not be passed over unnoticed—we mean the honest, praiseworthy, lawyer-like suggestion, which slips from the pen of the youthful writer—we mean that of proceeding against those "*who have not only paid their calls*, but are fully able to sustain any legal claims on the company," so that, not content with exacting from each shareholder his fair proportion by calls on his shares, the honest suggestion is thrown out that such parties are fair game to be sported with, and to hunt them down appears to have been the legal Alderman's aim—indeed, their ruin would secure his safety in more cases than one—it would free him from liability, while it would deprive his victims of the means of exposing fraud and treachery, or even defending themselves from unjust claims. Indeed, this very instance is, in itself, enough to convince the most sceptical of the unfitness of Mr. Ald. THOMAS WOOD to fill the civic chair, on the sole ground of want of moral character; and which, we should think, will not tend to raise him in the estimation of his fellow citizens. We cannot help asking ourselves—Can this man fill the office of magistrate of the city of London? Is it that he is empowered to imprison, and commit those whose crime alone is poverty? We can hardly imagine such to be the case—but we forget the letter was written by the son, and a little legal explanation would tend to show that we have no evidence that the sire was a *particeps criminis*. Under such circumstances, perhaps, we had better leave the question as it is, while "all who run may read."

We do not deem it necessary further to dwell on this unpleasing theme, by way of introductory observation, and shall, therefore, proceed to furnish such a statement of facts, collated from official and other authenticated documents, as will embrace the prominent features—the principal portions being the report prepared by Mr. ASHURST, on the part of the committee of investigation—the minutes of proceedings at meetings of the shareholders—as also records of legal proceedings instituted in the courts of law and bankruptcy in England and Ireland. We shall offer some further remarks, by way of conclusion, so as to impress on the minds of our readers, and more especially on those who may be liverymen, the onus which lies upon them as to the vote they may give at the forthcoming election.

The scheme of forming the Talacre Company, it appears, originated at a meeting held at Chester, in September, 1838, when Ald. T. WOOD and Messrs. WARWICK WESTON, JENKINS, BAGNALL, BAKER, and others, were present at a meeting about a railway company, since defunct, of which Mr. Ald. T. WOOD was solicitor and also a director. On the 4th September, 1838, Bagnall (afterwards the mining engineer of the company) applied to Sir E. MOSTYN (the landlord) for a lease of the Talacre Mines in Flintshire, to be made to LEVASON and BAKER, which was granted, without any premium, on the 1st January, 1839, for thirty-one years, at a peppercorn for the first year, and full rents and royalties for the remainder of the term. BAKER had, at this time, been bankrupt twice, and had not paid such a dividend as to enable him to trade.

The lease being granted on the 1st January, 1839, on the 4th, BAGNALL, who had applied for it, signed a report drawn up by Mr. JOHN DAVIS, one of the directors of the company (and who, it may be remembered, was one of the worthies in the West Cork Mining Company), stating the contracts for the mines so demised, to be purchased by the "Talacre Company," and this report was incorporated in the prospectus, afterwards issued by Mr. Ald. T. WOOD and the other directors—thus adopting it. On the 28th February, 1839, an agreement is said to have been signed by LEVASON and BAKER, and Ald. T. WOOD and others, then acting as directors. In this agreement (the first on record, so far as the company is concerned) it is recited that LEVASON and BAKER are entitled to leases of mines in Picton and Gwespyr (*i. e.*, Talacre Mines), and to another lease from the Commissioners of Woods and Forests, and they contract to sell their interest to WOOD, WESTON, DAVIS, JENKINS, POTTINGER, CLOUSTON, HYNDMAN, O'GORMAN, and HODGES for 15,000*l.* cash, and 23,850*l.* in free shares. If, however, the company was not formed by June, WOOD and the others were to pay 500*l.* to LEVASON and BAKER.

Thus a lease for thirty-one years, which had only been applied for in September preceding, which was not granted until January, 1839, and was not two months old, is made as against the company, worth 38,850*l.*, exclusive of the value of the workings, which were to be paid for in addition, and subject, of course, to the same rent and royalties to which the vendors, LEVASON and BAKER, were liable. This alleged price, however, was afterwards, in May following, raised to 20,000*l.* cash, and 55,000*l.* in shares, although it would appear to have been conclusive, at the terms mentioned in the instrument of 28th February, 1839. Mr. Ald. T. WOOD, as solicitor to the company, knew of this lease, and these agreements, as his bill of costs delivered to the company show. In the report drawn up by Mr. ASHURST, it is observed that "it is quite inexplicable what should have induced the directors to increase the cash price and the number of shares, except that if they had subsequently determined upon issuing a greater number of shares, LEVASON and BAKER, if the prior transaction had been *bonâ fide*, might have been entitled to be compensated for the diminished value of their proportion." Indeed, Mr. Ald. T. WOOD must have known, as a solicitor, that LEVASON and BAKER were bound by the first agreement, and that, if such an agreement was signed by them, they had no right to require a power to exact a further sum, or larger number of shares.

Mr. Ald. T. WOOD and his colleagues were engaged, in the interval between the date of this agreement and the Deed of Settlement (3d October, 1839), in circulating the prospectus of the company, and raising a character for the mines, and, further, in obtaining a surrender of the lease of the Talacre Mines, so granted, on 1st January, to LEVASON and BAKER, and the grant of a new lease from Sir E. MOSTYN to themselves; and here it is well to observe, that in this instance, as in all others, Mr. Ald. T. WOOD acted as solicitor to the company, which bears date 31st July, 1839, such lease being made to *himself*, with LEVASON and others.

It is worthy of remark, that LEVASON, by his first agreement, had contracted to sell his interest in the lease to WOOD and his colleagues absolutely—an arrangement which met the approval of Ald. WOOD, such document having been signed by him, but who, subsequently, allowed LEVASON's name to be inserted in the new lease as a lessee, with the purchasers, &c., Ald. WOOD being *one*. The prospectus was, at this time, in circulation, *alleging the company to be in possession of the property*.

The Deed of Settlement of the company is dated 3d October, 1839, and was prepared by Mr. Ald. T. WOOD, as solicitor to the company. *This deed alleges* Mr. Ald. T. WOOD, and Messrs. WESTON, DAVIS, JENKINS, CLOUSTON, HYNDMAN, HODGES, and POTTINGER, *to be entitled to the property—that the shareholders had contracted with them for the purchase of it at the price of 20,000l. in cash, and 90,000l. in free shares—making 110,000l., exclusive of the workings.* Comment on these facts is superfluous; they show the falsehood of the prospectus, in alleging the company to be in possession of the property, and exhibit such extraordinary features as almost to defy credence; for, even if the agreement of 28th February was a *bonâ fide* one, WOOD and his colleagues could have had no right to charge as against the company 110,000*l.*, for what they had contracted to give only 38,850*l.*; while *the money paid to* LEVASON, *on account of that agreement, was out of the money raised from the shareholders*, and, consequently, leads to the inference, if not the conclusion, that the agreement was on behalf of the company, and that Ald. T. WOOD and others were attempting to practice a deception and fraud on the shareholders, whose interests they represented.

The 90,000*l.* free, or paid-up, shares, given by this deed to Mr. Ald. T. WOOD and his colleagues for the property, was divided thus, as stated in Mr. ASHURST's report:—

Thomas Pottinger	60	1	to	60
Thomas Clouston	60	61	to	120
William Hodges	40	121	to	160
John Elliot Hyndman	40	161	to	200
John Davis	40	201	to	240
Ditto	10	241	to	250
John Jenkins	40	251	to	290
George Frederick Baker	448	291	to	738
[749 to 810 Levason ... 71]				
Thomas Wood	80	811	to	890
Warwick Weston	10	891	to	900
John Davis	100	901	to	1000
George Frederick Baker	300	1001	to	1300
[1301 to 1500 Levason ... 148]				
Warwick Weston	20	1501	to	1520
Ditto	148	1521	to	1668
[1669 to 1800 Levason ... 140]				
	[illegible]			

It is true, that Mr. Ald. WOOD alleges he never took the 4000*l.* worth shares of from the office; this is, however, immaterial—although we were assured, on more than one occasion, by his colleague, Mr. J. DAVIS—if his word is worth taking—that, to his knowledge, the shares were taken by Ald. T. WOOD to Dublin, in a leather case, and, on his return, he deposited with Mr. WESTON, jun., the secretary; this, if a fact, is easy of proof, despite the Alderman's assertion; one thing, however, is certain—he prepared the deed, giving 20,000*l.* in money and the 90,000*l.* in shares to himself and others; and he signed the order for their being delivered out; they were taken from the company, and stand as recorded in the company's books. After the 28th February, 1839, the date of the contract for the purchase, from BAKER and LEVASON, of the Talacre property, it appears that those gentlemen had become interested in another property, called the Bryn, a colliery near to or adjoining the Picton, for which Mr. Ald. WOOD signed agreements with LEVASON and BAKER—the result of which is, that the company was made liable in the whole to 7000*l.* in addition; and, for this property, about half that sum was only paid to the former proprietors.

Mr. ASHURST's report further states, that, on the 27th December, 1839, Mr. Ald. T. WOOD and the directors, had not, at that time, paid the deposit on their twenty (qualification) shares, although they were then dealing with the liability of the shareholders; and, further, had appropriated to themselves certain paid-up shares as part of the purchase-money. In December, 1839, and January, 1840, the directors were, it appears, then unable to meet the demands upon the company, or the wages at the works.

We make the following extracts from the report of Mr. ASHURST, to which we have already made reference on more than one occasion. It bears date the 15th September, 1841, which, being founded on documents, we prefer giving in his own words:—

Notwithstanding the acknowledged insolvency of the company, I find that the directors, in January or February, 1840, took from the company the paid-up shares—for the business transacted, that at a meeting of directors, held in January,

1839, present—Mr. Ald. T. Wood (in the chair), and Messrs. W. Weston, J. Davis, T. Pottinger, and J. Spencer, the following resolution was passed:—"That 72,400*l.* of the paid-up shares be delivered forthwith to Messrs. Wood and others, in part payment for the Talacre property." In the interval between the date of the deed and this date, for some reason or other, Mr. Levason had agreed with the company to accept a less sum for the proportion of the shares entered to him in pencil in the share register book—hence 72,400*l.*, instead of 90,000*l.*, is ordered at this date to be delivered. I also find among the papers the following order, bearing the same date as the above resolution, signed by the directors, directed to themselves, requesting themselves to deliver to Mr. Baker 748 paid-up shares—37,400*l.*:—

"London, January 21, 1840.

"GENTLEMEN,—We request you will deliver to George Frederic Baker, Esq., seven hundred and forty-eight paid-up fifty pound shares in your company, being part of the amount of the purchase money of the Talacre property.

"THOS. WOOD. THOS. POTTINGER. THOS. CLOUSTON.
"W. WESTON. JOHN DAVIS. P. W. HODGES.
"To the Directors of the Talacre Coal and Iron Co." JOHN R. HYNDMAN.

On the the fly-sheet of this request there is a receipt by Baker for 748 shares, as follows:—

"London, February 1, 1840.

"GENTLEMEN,—I beg to acknowledge the receipt of the within mentioned seven hundred and forty-eight paid-up fifty pound shares, by the hands of your secretary.

"I am, gentlemen, yours, obediently, G. F. BAKER.
"To the Directors of the Talacre Coal and Iron Company."

At the time the directors were taking these free shares, as part of the consideration for the Talacre property, and creating liability, I find that the produce from the works was insufficient to pay even the cost of working. Having shown how the property was raised in fictitious value, and charged to the company, and for whose benefit I now proceed to report some of the steps taken by the former directors to induce the purchase of shares, and raise money from the public.

So early as March, 1839, Messrs. Warwick Weston, John Davis, and Thomas Pottinger, three of the directors, left London, as appears by a report found amongst the papers, for Dublin, for the purpose, as they state in their report, of "taking the most active measures for bringing the undertaking prominently before the Dublin public, by advertisements and otherwise;" and that they distributed, by messengers and otherwise, 5000 prospectuses and 1000 tabular statements. The prospectus states the capital to be 200,000*l.*, in 3600 proprietors' shares of 50*l.* each—deposit 5*l.* per share; and 20,000 consumers' debentures of 1*l.* each—deposit 1*l.* each.

Annexed to the prospectus is a statement, in which the capital estimated as necessary for conducting the operations was 94,200*l.*, and this, it is estimated, would realise an annual profit of 54,304*l.* In the prospectus of the company, it is stated that "A most ample field for operations was secured, by the possession of about 2000 acres, containing coal, limestone, and iron ore, of great abundance, and of excellent quality, at a very low royalty."

At this time I do not find that the company, or those originating it, were in possession of any thing, except the contract with Levason and Baker, for the purchase of their interest in the lease of the Talacre or Picton Mine, containing less than 500 acres, and in that lease there was a clause to make it void if they became bankrupts or insolvents, or compounded with their creditors. It was also stated in the prospectus, which must have been issued as early as April, that "the seams of coal were ascertained to be at moderate depth, and of excellent quality;" but it appears that the coal was not touched by the borers until the subsequent June, and that then it was of the most inferior quality.

The prospectus, professing to act upon the report of the mining engineer, states that if the Talacre property is contrasted "with any similar undertaking in the different mining districts of Staffordshire, Shropshire, and South Wales, for which in some cases even hundreds of thousands of pounds have been given, that this property possesses such advantages as render it difficult to estimate its great and real value."—It is stated in the prospectus that there is a secure anchorage for vessels of sufficient burthen, so that the produce of the mines and works may be shipped at a very small expense. Now, it appears, that even so late as the 27th of June, 1840, the manager of the works reports, that "two vessels loading with stone for London, 'in consequence of having little or no water in the gutter, are compelled to take their cargoes in at Mostyn Crane; this (he observes) is very sad work'"—and he reports on the 4th of July, 'we have rarely eight feet water in the sluice.'"

It appears that the freight of the coals to Dublin was in some cases charged 9s. per ton, exclusive of cartage, &c., yet I find that it is stated in the prospectus that the shipping expenses and freight of coals to Dublin is 5s. to 6s. per ton. On the 4th of May, and while, as it would appear, Messrs. Weston, Pottinger, and Davis, were at Dublin, a handbill appears to have been issued in these words:—

"TALACRE COAL AND IRON COMPANY.

"The first cargo of this superior coal has this day arrived, to which the attention of all consumers is particularly invited, and from their excellent quality they will merit general approbation. Early application will be necessary to secure consumers' shares, as the list is rapidly filling up. By order, W. CLOUSTON, Sec.

"72, Poolbeg-street, May 4, 1839.—N.B. Vessel lying at Eden Quay.

"A second cargo of 200 tons is expected in the course of next week."

From the preceding extracts it would appear, that on the 4th of May, 1839, a cargo, represented to be from the company's collieries, had arrived at Dublin, to which the attention of the citizens was invited, with a recommendation that an early application was necessary to secure consumers' shares, as the list was then rapidly filling up. Our readers will be somewhat surprised when we tell them that *this cargo of coal did not come from the company's pits, but was purchased and paid for by the agents of the company, with the cognizance of the directors, it being the produce of another colliery.* We again proceed to quote from Mr. ASHURST's report, that we may not be charged with misrepresentation or misconception of the meaning to be attached to that gentleman's words:—

As an instance of the means taken to procure shareholders, I find that it appears the coal sent to Dublin was, in some instances, sold at 16s. per ton, but that the sum paid for coals by the company to Levason and Baker per ton, was 9s. 3d.—cartage, &c.; and that the freight of the first cargo was 9s. 6d. per ton, exclusive of duties, allowance, loading, &c., showing that coals were delivered and sold at about two-thirds of their cost. The visit of Messrs. Weston, Davis, and Pottinger, to Dublin, and the issuing of the previous handbill, was followed by the visit of Mr. Ald. T. Wood to Dublin, and a public meeting was then held in Dublin; the proceedings of which meeting appear to have been reported in the *Dublin Mercantile Advertiser* of 12th July, 1839, for I find an abridged prospectus of the company, containing extracts from the speech of Mr. Ald. T. Wood, purporting to be taken from that paper, in which that gentleman is reported to have stated, that "the company's property comprised a district of 2000 acres, running over a field of rare character—that in the same place was to be found iron ore of extreme richness—that he would first draw their attention to the coal, which lay in abundance at the mouths of the pits, and were only waiting tramroads to afford a facility for shipping it—that an opportunity of trying the coal was furnished, for there were then two cargoes in the river—that the proprietors would certainly not be liable for any thing beyond their investment."

The object of Mr. Ald. T. WOOD's visit and this speech is shown in the following extract from a letter by Mr. Ald. HYNDMAN, of Dublin, to Mr. WARWICK WESTON, dated June 29, 1839:—

I hope you will soon be able to come over, and bring with you Sheriff Wood; it is almost absolutely necessary he should come—and, at all events, his presence here would give great additional confidence to parties who are hesitating about taking shares and debentures, and I am sure would expedite in an extraordinary manner the payment of money into the company."

We continue to adopt Mr. ASHURST's report:—

Now, it appears from other documents, that the coal at the Talacre pit was not even reached till the 21st of June, and that none was sent to Dublin until September, and it turned out then to be a most inferior article; and the knowledge that it was so appears to have reached the directors; for I find a letter from Mr. Warwick Weston to the manager of the mine, dated the 16th August, 1839, conveying an extract from a letter written by one of the directors, stating that a gentleman who had been at the works, and who, previously to his going there, ordered a large number of shares, had returned dissatisfied with what he had learnt, and had refused to take them. The extract which is sent by the London director to the manager is in these words:—

I am much annoyed at the circumstance of Mr. Gorman, who had ordered a large number of shares of both kinds, having visited Talacre, has returned strongly prejudiced against the whole concern. He was told at different parts that we had no coals yet—that any sent to Dublin was a fraud upon the public, as they were purchased from others; however, he went on to Talacre, and he reports that the coals he saw there would not be purchased here at all. He has withdrawn his application, and induced Mr. Keating to do so likewise. What I apprehended most was, that he might convey his impressions to the public. I waited on him, and assured him that they must be mistaken—as [illegible] intelligent and cautious persons, who had subscribed liberally in the first instance, increased their number fourfold after having visited and examined the works. He promised not to say anything on the subject, but declined taking the shares. I trust the cargo coming from our pits will be as like what is here as possible—they had better, in shipping, reject all coals that are streaked with red, white, or yellow streaks, which is what Gorman complains of.

The London director, in transmitting the copy of this letter to the manager of the mine, quite concurs with the Dublin director in covering over this fact. It shows, too, that the assertions in the prospectus, as to the quality of the coals, were unfounded. He says—

I send you annexed a copy of a letter, received this day, from Mr. Fottrell, of Dublin, which surprises me much, as Mr. Gorman had engaged shares and debentures largely, and I fear his declining to take them may induce others to follow his example, so that it is necessary to counteract the mischief [illegible]. I think if you were to write Mr. Fottrell, of [illegible]-street, and explain to him that Mr. Gorman is mistaken as to the information he obtained, and what "he was told at different parts," as well as to the quality of the coals. By the above, you may be assured you have some evil-disposed neighbours, who are doing all the mischief they can—and our best answer to all their false assertions will be, by sending all the second seam as quickly as possible, and furnishing all parties that choose to give coal in abundance; I am impatient to hear this. I hope the coal of the second seam will be what will please our Dublin friends. Pray let us hear when you get at them.

The pamphlet then proceeds:—"On the subject of the quality of the coal, upon which, of course, the interests of the company entirely depended, I find that the directors circulated, in the subsequent editions of the prospectus, a certificate, dated 20th July, 1839, of Mr. EDMUND DAVY, professor of chemistry, Dublin, strongly praising the coal submitted to him, and which certificate was advertised as applicable to the Talacre coal; but it seems very evident that the coal, if from the company's pits, could not have been a fair specimen, for it will be noticed that *this certificate is dated the 20th July, 1839, and that the letters of the two directors are dated in August, the month after;* and that the Dublin director, in his letter, urges that the objectionable coal should be rejected. It also appears that LEVASON and BAKER, who had been appointed managers, wrote to Dublin on the 22nd July, dissuading the directors from sending the Talacre coal to Dublin, as it was under water.

It appears from the copy minutes, forwarded from Dublin, that an order had been given by the directors, *at a meeting held in Dublin*, on the 16th July, 1839, *Mr. Alderman Thomas Wood in the chair*, directing that a cargo of coals should be sent to Liverpool, provided the same could be done from the new pit (meaning the Picton); but that, on the 25th of that month, the directors resolved that a vessel should be chartered immediately for Liverpool, *to be loaded from the Bryn Colliery (which did not belong to the company*, but to LEVASON and BAKER), and the order transmitted by the Dublin secretary is in these words:—"You will also please charter immediately a vessel for Liverpool, of about seventy or eighty tons, and load her with coal from the Bryn; let them be particular, and have them well picked, as it is the first."

There appears in the London letter-book a copy of a letter to Messrs. C. and R. Elliott, Liverpool, to whom these coals are ordered to be consigned, instructing them to publish advertisements when these coals arrive, and the form is sent in these words:—

"TALACRE COAL AND IRON COMPANY.

"A cargo of these superior coals is just arrived per ——, which the public is invited to examine; also Professor Davy's (of the Royal Society of Dublin) opinion thereon.—Applications for shares and consumers' debentures may be made to Messrs. Elliott, No. 17, Gorée Piazza, Exchange-street East, where prospectuses and every other information may be obtained."

I find that LEVASON and BAKER shipped the coals *from the Bryn Colliery to Liverpool*, for there appears among the papers an invoice of coals supplied by LEVASON and BAKER to the company from the Bryn, including this shipment, and a check for the balance due to them upon that invoice, and a quarter's salary to them as managers of the company's colliery, signed by WOOD, WESTON, and DAVIS, and the secretary. It appears by the minutes that these coals were ordered by the directors to be shipped by LEVASON and BAKER from the Bryn, in consequence of a letter received from LEVASON and BAKER, dated the 22d July, 1839, in which letter they informed the directors that the coals "from the new pit do not look so well as the Bryn coals, being yet under water; though (the writer adds) I think them a much stronger and better coal for lasting—I would not advise them for Belfast, as first impressions go a great way. In a few weeks we shall get rid entirely of the water, and be able to ship freely from our new pits." A second cargo appears to have been sent to Liverpool and one to Kendal; and I find amongst the papers of the company a letter from Mr. Golding, a respectable broker at Liverpool, who had been employed to sell shares, dated the 24 October, 1839, from which the following is an extract:—

Mr. Gandy has been here to-day from Kendal, and complains bitterly of the quality of the coal, which he says is so small and full of dirt and slack, that they do not know what to do with it, and that it is a death-blow to the concern, so far as Kendal is concerned. Mr. Bayliffe and myself have endeavoured to convince him that this will not be the case when the works are in a more forward state, but I fear it will have the effect of preventing many from having anything to do with it. I can readily credit all Mr. Gandy states, for, certainly, the last cargo I had, was about as inferior and dirty a lot of coal as ever I saw—indeed, so much so, that before it was at all fit to send out, I was compelled to have it all riddled, and even then it has given great dissatisfaction. One party, who has become a debenture holder, and who had some of the first cargo, requested to have some of the second, to see if the quality were uniform; he is greatly disappointed, and I believe, if he had not paid his deposit, he would not have done so. * * * I assure you, I would not distribute another such cargo as the last upon any consideration.

The reply to this letter, signed by the secretary, dated the 5th October, 1839, shows the knowledge which he had of the inferiority of the coals, from what had been termed the first or upper seam. The following is an extract from it:—"In reply to your letter of the 2d inst., we are sorry to hear complaint of the coal sent to Kendal (and the last cargo to Liverpool), which *is easily accounted for*, by part of it being the produce of the upper seam near the surface." Notwithstanding this, however, it was represented in the report prepared by DAVIS—adopted by the directors—*signed by Mr. Alderman Thomas Wood*, and read to the proprietors at the meeting in July, 1840, *that the coals from the upper seam*, from which the shipments were made, though inferior to the lower seams, was, nevertheless, *universally approved of and sought after*. A cargo of coal also appears to have been sent to Southampton, in March, 1840, and I find that, on the 12th April, Mr. HORNEMAN, the agent there, writes to the directors as to these coals. He says:—

There is but one opinion, I regret to say, on their quality for domestic purposes—all here having pronounced them to be of the most inferior description. Captain Ward has requested his ton may be taken away again, if possible; with respect to the two tons I have had here, with a view to let them be seen while burning, I have desisted from using them, and, yesterday, had in my usual quantity from a coal merchant here—being a ton of Newcastle coal. The cargo sent is a very bad sample, and, when unloaded, we had an opportunity of inspecting them more closely than we had when merely the hatches of the vessel were removed, when I observed, in a former letter, they looked, or appeared, to be in tolerable or good condition; they are very small, and full of stone dirt and heavy slate—many pieces of which I have reserved, should you require them. The complaints are loud, and, as the representative of the company, I have been accused of false representations," &c.

I do not find any reply to his letter, and two letters were subsequently addressed by the agent, to which the secretary replied on the 25th April, that his (the agent's) letters were laid before the directors in due course, who had not given him any instructions respecting them; and I find a letter, dated the 30th June, 1840, signed W. S. LEFEBVRE, addressed to the secretary, reporting that the coal had proved very inferior in quality—quite useless in that neighbourhood as a household coal—and requesting to know at what limit he might dispose of them. This letter was, as appears by the minutes, read at a meeting of the directors on the 1st July, Mr. Alderman THOMAS WOOD in the chair, when the secretary was ordered to write, in reply, to dispose of them on the best possible terms.

With respect to the conduct of the works, it appears that though LEVASON and BAKER were the proprietors of the Bryn, a colliery adjoining, or near to the Picton, sold by them to the company, or Messrs. WOOD and others, that they were appointed managers of the company's property at a salary of 500*l.* per year. Mr. BAKER was subsequently appointed sole manager at the same salary.

Mr. BAKER appears to have resigned on the 6th Feb., 1840, and it appears that on the same day ROBERT SHARE was appointed cashier and book-keeper. I find that a fiat in bankruptcy appears to have been issued against ROBERT SHARE, of Paternoster-row, engraver, dated the 13th of March, 1839, and that Mr. Ald. THOMAS WOOD's firm of WOOD and ELLIS are stated to be solicitors to that fiat. On the 29th June I find the following from SHARE, in a letter to Mr. Ald. THOMAS WOOD:—"I am quite unacquainted with the precise nature of the new steam-boat company, but cannot help thinking it would be premature to start a boat yet; there appears to me to be many preliminary steps necessary to be taken—there is no landing-place—no road—no means of getting into the sluice, on account of the narrowness of the new walls—no house of accommodation." This brings the dates and the facts up to about the period when instructions appear upon the minutes to Mr. JOHN DAVIS, one of the directors, to prepare a report for the coming annual meeting. That report appears to have been prepared by Mr. DAVIS, read at the board of directors, signed by Mr. Ald. THOMAS WOOD, and read to the shareholders at the meeting on the 6th July, 1840. It opens by stating, "that the directors experience great satisfaction in making the preliminary announcement, that their confidence in the value of the property, its vast capabilities, and the profitable results which must accrue to the proprietary, as set forth in the prospectus, remain not only undiminished, but that it is greatly enhanced from the practical experience of the last few months," and expresses "their conviction that the prospects of the company are of the most encouraging character." As to the quality of the coal, they say that they "had prudentially confined their shipments and workings to those necessarily imposed on them to pay the dividends to the debenture holders in Dublin, and to sending a few cargoes to Liverpool and elsewhere, for the purpose of testing the excellence of the coal, and paving a way for a demand commensurate with their power of raising, not only in the domestic, but in foreign markets." The report then proceeds thus:—"This object, they rejoice to affirm, has been fully attained; for, although the coal in the upper seams (from which the shipments were made) is inferior to that in the lower seams, and shipped under great disadvantages, yet it has been universally approved and sought after, as well for household uses as for the various other purposes to which it has been applied." Nothing is said in this report as to the price charged to the company—the free shares—the inability to meet the bills of the company—the obtaining the loan from the bankers—or that the produce of the coal would not pay the expense of the works. They sum up the report by declaring that they "firmly believe that the predictions contained in the prospectus, and the verbal representations at the commencement of the company, will be fully and substantially realised under a wise, business-like, and energetic management."

The statement in this report as to the Picton pit producing twelve tons *per diem*, appears inconsistent with the weekly report of the manager, dated the 4th of July, 1840, two days before the date of the report, which states, "that the quantity of coal raising at this pit is about four tons *per diem*, of an inferior quality, having pyrites and other sulphureous matter." One of the directors, Mr. RICHARD RAWSON, of Nottingham, appears to have been represented at the board by Mr. GEORGE SHOOBRIDGE, under a power of attorney, which appears to have been prepared in Mr. WOOD's office. This Mr. SHOOBRIDGE appears by the minutes to have been sent by the directors to obtain signatures to the deed, and he has been paid commission on shares said to be sold by him. I find that a fiat in bankruptcy was issued against Mr. GEORGE SHOOBRIDGE, dated the 11th Dec. 1834, and that a dividend of 2s. was paid thereunder. As to Mr. WARWICK WESTON, who appears to have acted from the first as director, he appears to have been a bankrupt in 1837, and Messrs. WOOD and ELLIS to have been the solicitors to the fiat against him.

With respect to the original directors, it appears that *none of them took a greater number of proprietors' shares than was necessary to enable them to act as directors*—viz. twenty shares. That Mr. SPENCER gave a bill for the deposit on his shares, which bill is now unpaid, and letters forwarded to the address he gave were returned from the post-office—that Mr. POTTINGER did not pay the first call—that Mr. RICHARD RAWSON, of Nottingham, has not paid the second call—that Mr. DAVIS has not paid the second call—that Mr. Ald. HYNDMAN has not paid the second call—that Mr. WESTON has not paid the third call.

The short result appears to be—that the property upon which the company was formed, was leased without any premium—that although the property is bought by directors of the company, and is contracted to be paid for partly in shares, and, consequently, must be presumed to have been bought for the company; yet when the deed of constitution is prepared, it is charged to the company, by the parties buying, at 110,000*l.*, and yet the company's money is used to pay the original vendor—that the company was insolvent in the early part of 1840—that the prospectus and the report to the proprietors in July, 1840, were untrue and deceptive—that the company have now claims made against them to the extent of 33,000*l.*, and their deeds and papers are withheld, unless they previously pay 920*l.*, the balance of their late solicitor's (Ald. THOS. WOOD's) bill."

Having given the substance of the statement drawn up by Mr. ASHURST, with such other information as we have acquired from authentic sources, we now proceed to give a brief abstract of the report of the committee of investigation appointed to examine and report upon the state of the financial affairs of the company.

After adverting to the imperfect nature of the accounts, the committee observe that, apart from the question of the legality or justice of the purchase, and the payment of such large sums on account, there has been a degree of negligence and improvidence in disbursing the funds of the company highly reprehensible, while the books of the company, which require close investigation and revision, do not warrant so large an expenditure as appears to have been made—and as the committee assume that deficiencies will be found to exist, they recommend that proceedings be instituted to recover the same. It appears, from the report, that about 30,000*l.* had been received and expended, of which 20,950*l.* had been paid on account of the purchase, and that a deficiency existed of 9158*l.* The committee observe, that the prospectus states 26,250*l.* would sink fifteen pairs of pits, whereas very near that sum had been expended, independent of 20,000*l.* on account of purchase, and yet not one pair of pits had been sunk by the company. The report then proceeds to notice the existing liabilities of the company, set down at 33,000*l.*, which they thus classify:—

1. Claims against which it is assumed there is no just cause for opposing payment	[illegible]
2. Claims which demanded inquiry	[illegible]
3. Claims considered to be unjust and fraudulent	[illegible]
Making the total of	[illegible]

The committee further observe, that, in their opinion, the payments and liabilities relative to the purchase are most unjust, and accordingly advise that the payment of such claims be resisted to the utmost.

Such are the main features of the report presented, and here we are induced to take our leave of documentary evidence, and proceed to offer some observations by way of closing this lengthened notice, our only apology for which is the importance we attach to the distant apprehension that the chain of the livery might fall on a man whose position will not advance the high character which the city of London has, with one or two exceptions, ever maintained; yet, with such desire, we cannot abstain from quoting a more lengthened extract from the judgment of the Court of Queen's Bench than that presented in our early observations, and which, it will be remembered, was delivered on an application to strike the learned Alderman off the rolls as an attorney—the charge being that he had been guilty of fraud and malversation in his professional conduct while solicitor to the company. The court, in discharging the application, used the following terse observations, which cannot be considered otherwise than as passing a severe censure on the course pursued by the learned magistrate in the execution of his office as solicitor of the Talacre Coal and Iron Company.

We should be bound to discharge it with costs, but for this one fact. It is sworn that in February, 1841, a meeting was held at Mr. Wood's office, when it appeared that one Levason had sued certain parties on their covenant for a large sum, 13,000*l.*, due from them to him for the purchase of some of the coal-fields. Mr. Wood then introduced the subject, and let Chappelow and Taylor (as they swear) to believe that this debt was due from the company, and urged them to sign notes for the payment of the reduced sum of 13,000*l.*, agreed to be accepted by Levason. The form of note was settled by Mr. Wood—Chappelow made himself liable for [illegible], and Mr. Wood, when some notes were handed to him to sign, objected that he could not by reason of his partnership. It was stated that Chappelow had been sued on such notes, Wood acting as his attorney, and that he is now in prison by virtue of a judgment obtained against him on one of them. On this matter Mr. Wood denies that he introduced the subject, or gave the form even of the note, or acted as attorney for the company, a Mr. Slaughter having been shortly before created to be that capacity. He says also that he took no other part than as chairman, seeing the proceedings faithfully recorded; *but he does not deny that when Levason was suing him personally for a legal debt, he presided at a meeting where it was resolved that that debt should be satisfied by the notes of Chappelow and others, who do not appear to have owed any legal debt to Levason, and certainly were not sued for any; nor does he deny that he himself refused to sign such notes when handed to him.* It is not easy to understand how he could divest himself of the character of solicitor of the company for that special occasion. Mr. Slaughter was, indeed, called in, but not adversary to Mr. Wood, and he makes no affidavit. At the public meeting held immediately before, it had been resolved that the company was considerably overcharged, and that Levason's claim was open to investigation. *The whole of this matter appears so suspicious, and, we must add, so incorrect, that Mr. Wood has no right to complain of the rule being moved for by those who have suffered by following the advice of a man when he was solicitor of the company of which he himself was a member.* We, therefore, think that this rule must be discharged, but without costs.

Having now got rid of the opinions of others, we may be allowed to offer a few concluding observations of our own, and in our "summing up," should we be found to have omitted any point which might be construed by the most vivid imagination as such that would bear in favour of the learned Alderman, we beg most unhesitatingly to state that our object is to give him "a clear stage," while he cannot expect any "favour." The following may be considered as a tolerably fair abstract of the principal charges:—

That Ald. THOMAS WOOD was, as vendor, purchaser, trustee, director, and solicitor to the Talacre Company, a principal in charging to the Talacre Company, at the enormous price of 110,000*l.*, the lease of a worthless coal-field, which had been granted on the 1st January in the same year, without any premium, and at a [illegible] rent for the first twelve months.

That Ald. THOMAS WOOD, although he had charged the estate to the company, as belonging to himself and others, in October, 1839, and subsequently appropriated the cash and shares of the company to pay for the alleged purchase, had from the month of June in that year, up to 1840, as he himself admits on affidavit, been one of the parties to the prospectus of the company, in which prospectus he, Ald. THOMAS WOOD, and his colleagues, alleged

the company to be *then* in possession, and that the works were in progress.

That Ald. Thomas Wood allowed his civic dignities to be paraded in the publications of the day, announcing to the public, that as "Alderman and High Sheriff of London" he was a director of the company; and subsequently proceeded to Ireland, where he made fallacious statements as to the mines.

That Ald. Thomas Wood alleged that he and his associates were entitled to sell the property to the company at 110,000*l.*, as they had themselves contracted to give 30,850*l.* for it.

That Ald. Thomas Wood, however, in February 1841 signed a report (afterwards sworn to by him), in which *he admitted* that such purchase for 30,850*l.* was *made on account of the company*, though he had charged the estate AS HIS OWN and that of his coadjutors, at 110,000*l.*; and who further prepared or approved of, in his capacity as solicitor to the company, the necessary documents by which the shareholders were made to recognise and confirm the purchase of the mines from himself and others, at 110,000*l.*

That he was, as a principal, concerned in procuring coal from another mine, and passing it off as the produce of the Talacre Mine, moreover having signed the checks in payment of the same.

That while acting as solicitor to the company, and therefore bound to protect his clients, he advised them to make themselves liable for debts they did not owe, to relieve his own liability.

In concluding these observations, which are grounded on admitted facts, we are induced to advert with considerable pain to the most disastrous results of this company. Ald. Thomas Wood retains his alderman's gown, and while his unfortunate partners—men who had been led into difficulty by his conduct, are ruined, and expatriated from their country, he would aspire to the high office of Lord Mayor of the City of London—an honour that is supposed to be co[illegible] conferred alone on men of integrity, and possessing the means to support the office. It is, then, for the citizens of London to reflect whether they are not interested in the fate of these shareholders, as well as to mark the opinion they entertain of the learned alderman. They were principally tradesmen, earning an honest livelihood, esteemed and respected. We would, then, appeal to the citizens of London, whether they will sanction, by their votes, the conduct of Ald. Thomas Wood, whereby two tradesmen have been made bankrupts. Mr. Chaffelow in England, and Mr. Shaw in Ireland, have been made bankrupts from the circumstance of their having signed the notes given for the alleged purchase money, by the advice of Ald. Thomas Wood. They, however, are not the only victims; many more instances might be cited, including the unfortunate case of several FEMALES.

Thus have we concluded our labours, and no envious or pleasing task is that which has been imposed upon us, but we feel that our readers will bear with us; the shareholders must be satisfied we have performed our duty, even up to the twelfth hour, while the liverymen of London are placed in a position to determine, by their votes, the credit they give to the charges preferred. Ald. Thomas Wood is now on his moral trial—the decision of the citizens of London will determine whether he be, in their estimation, a fit and proper person to fill the civic chair. Indeed, the conclusive evidence afforded in our columns of to-day must convince every liveryman who holds in respect the important office of Lord Mayor, that Mr. Ald. Thomas Wood can never expect to receive the suffrages of his fellow-citizens. As a professional man his conduct has been, by one of the highest legal tribunals, pronounced "suspicious and incorrect"—his conduct as an alderman and magistrate of the city of London has been declared by the Court of Aldermen as highly reprehensible—while, as a man of probity or honour, he has no claims on the regard of those who, by placing him in power, would only degrade themselves.

Improvements in Steam Navigation.—The following account of the trials made in the presence of his Majesty Louis Philippe and the Prince de Joinville of the new steamer (à hélice) the *Napoleon*, of 120-horse power, has been communicated to the Paris Academy of Sciences by M. Philibert Comte. In calm weather, and by steam alone, the *Napoleon* sailed ten knots; against a strong breeze and a heavy sea from eight and a half to nine knots (a common steamer would, in this instance, have accomplished five or six knots); under sail, with a gentle breeze, and half the power of the steam, thirteen knots; under sail, no steam, close to the wind, nine knots; quarter full ten and a half knots. These trials prove that the sub-marine motive-power is less influenced by the agitation of the sea, and that it is possible to economise a considerable quantity of fuel in not making use of steam whenever the wind is fair—an economy which may be calculated equal to two thirds of the expenditure made by an ordinary steam boat on a long voyage. Several competent judges present during these trials affirm, that, when the *Napoleon* went at the rate of ten knots under sail, and thirteen under sail and steam, a [illegible] would not have accomplished upwards of nine knots, and that, in all probability, the *Napoleon* would, with a favourable wind, reach fourteen knots. A trial of speed was made between the *Napoleon* and two steamers belonging to the Royal Navy—the *Pluton* and the *Archimède*, of 220 horse-power, in a calm, and by steam alone. The *Napoleon* beat the *Pluton* by half a knot, and the *Archimède* by one and a half knot. It is probable that, with a gentle breeze and calm sea, the *Napoleon*, under sail and the power of steam, would have passed both vessels at least two knots.

India Rubber applied to "Floor Cloth."—We were somewhat astounded on passing into the spacious rooms of the Hall of Commerce, to find that instead of the reverberatory noise which before existed on stone floors, that the step was pleasant, elastic, and noiseless. One word of explanation afforded sufficient evidence of the cause, and having witnessed the change, and, as we believe, the advantages likely to arise from the application of caoutchouc and sawdust, which we are given to understand form the component parts, we doubt not but that it will come into general use. This substance, which, we believe, is supplied at about 5*s.* per superficial yard, is compact and pleasant to the tread—while the circumstance of Mr. Moxhay having adopted it in his "Hall of Commerce," is, in itself, strong evidence of its value; and its use in another shape, sanctioned by Government in its application to several barracks, affords further proof.

Drying-Machine.—We have had an opportunity of witnessing in operation a machine calculated to be of great advantage to manufacturers as well as to the community generally. The purpose for which it has been intended is to dry all kinds of woollen, cotton, and silk goods, whether in a manufactured or unmanufactured state, and also wearing apparel, blankets, carpets, &c. The one we saw in operation was of the smaller class, intended for the use of families and public establishments. A pair of blankets dripping wet was put into each of two revolving boxes, inclosed in a proper frame, and in the space of six minutes, during which time the machine was driven with immense rapidity, they were taken out all but dry. The same thing was done with two bags filled with the flocks of wool, and afterwards with portions of woollen cloth, all with the same favourable result. Larger machines are required for manufacturing establishments, a number of which have already been supplied with them. To manufacturers of woollen and stuff goods, worsted dyers, and others, this invention must be invaluable, not only from its extraordinary dispatch, but also from its economy of labour and the saving of wear and tear in the fabrics, the necessity for wringing being entirely obviated. To private families it offers obvious advantages in the speedy drying of clothes. The original patentee is Mr. Robinson, Wilmington-square, London; but the patent right for Scotland has just been purchased by Messrs. G. and J. Hodes, engineers, Trowbridge, Wiltshire, and 8, St. Andrew's-square, Edinburgh, at which latter place we saw the machine in operation.—*Scotsman.*

Effects of Machinery.—In 1758 the first machine for spinning and carding cotton at one operation was invented by a Mr. Lawrence Earnshaw, of Mottram in Cheshire, who, having perfected his invention, through a mistaken feeling of generosity, destroyed his machine for fear of depriving the poor of bread; as sixteen years after, the principle of Earnshaw's invention was brought into action by the ingenuity of Richard Arkwright, a barber, of Preston, who invented, in 1769, the principal part of the machinery employed in spinning cotton; and, in place of depriving the poor of bread, as his predecessor in the march of invention erroneously apprehended, gave employment to forty times as many as were employed before, and augmented the importation of cotton wool from below 4,000,000 lbs. to 300,000,000 lbs. annually; set in motion 8,000,000 spindles, in place of 50,000, and raised the annual value of our cotton manufactures from 200,000*l.* to 36,000,000*l.* sterling, or one hundred and eighty fold.

The surface of the sea is estimated at 150,000,000 square miles, taking the whole surface of the globe at 197,000,000 square miles. Its greatest depth is supposed to be equal to the height of the highest mountain, or four miles.

ON THE EFFICACY OF STEAM AS A MEANS OF PRODUCING ELECTRICITY, AND ON A CURIOUS ACTION OF A JET OF STEAM UPON A BALL.

BY W. G. ARMSTRONG, ESQ.

[We last week briefly alluded to the introduction, at the Polytechnic Institution, Regent-street, of Armstrong's Hydro-Electric Machine—our remarks having then more especial reference to the spirited management and excellent arrangements of the institution, in the production of novelties in science and art. We now present the following interesting paper, descriptive of Mr. Armstrong's invention, which we have every reason to believe will be perused with the greatest interest; it was forwarded by the author to the *Philosophical Magazine* (to whom we are indebted for the diagrams); but, from the exclusive nature of the circulation of that publication, the paper cannot have become so extensively known as the importance of its contents require, and which, we believe, it will now obtain through our columns. We should be glad to receive some further communications on the subject, which is one of particular interest.]

The experiments which I have made on the electricity of steam, have completely confirmed the conclusion which I have arrived at—that the excitation of electricity takes place at the point where the steam is subjected to *friction*; and, by the improvements I have effected in the mode of discharging the steam, I have so amazingly increased the energy of the effects, that I question whether any electrical machine has yet been constructed capable of producing as much electricity as my electrical boiler. At all events, the boiler has been proved to possess upwards of *seven* times the efficiency of an excellent machine, which has a plate of three feet in diameter, and which was worked at the rate of seventy revolutions in a minute when its power was tried. The comparison was made by means of a discharging electrometer, and the following tabular statement will convey some idea of the quantity of electricity produced in each case:—

Capacity of the jar of the electrometer	half a gallon nearly
Extent of coated surface on the two sides taken together	190 square inches.
Distance of the balls of the electrometer from each other	one-third of an inch.
No. of discharges obtained per minute when the instrument was connected with the prime conductor of the machine ..	30
No. of discharges obtained per minute when it was applied to the insulated boiler	220

The discharges were so exceedingly rapid when the electrometer was connected with the boiler, that it was difficult to count them with accuracy, but the number I have inserted is assuredly not overstated. The boiler is a wrought-iron cylinder, with rounded ends, and measures 3ft. 6 in. in length and 1 ft. 6 in. in diameter. It rests upon an iron frame, containing the fire, and the whole apparatus is supported upon glass legs to insulate it.—The application of the fire is, unfortunately, very imperfect; in consequence of which, the boiler will not maintain, for any considerable time, the discharge of steam which is requisite to produce the effects I have mentioned, but a short interval of quiescence suffices to restore the pressure, and to render the boiler again ready for action.

It is much more convenient and effectual to collect electricity from the boiler than from the steam cloud; but, in order to obtain the highest effect from the boiler, the electricity of the steam must be carried to the earth by means of proper conductors. Notwithstanding the enormous dissipation of electricity which is occasioned, when the tension is great, by the dust and effluvia of the fire, and by the angular parts of the apparatus, I can draw sparks, twelve inches long, with great rapidity, from the rounded ends of the boiler; and if a projecting ball, of proper dimensions, were attached to the apparatus, much longer sparks would, probably, be obtained.

I find it essential to a high development of electricity, that the steam should be discharged with a slight intermixture of water, although, from a cause which it is needless to explain, this did not appear to be the case in the experiments which I formerly made with a gun-metal generator.

A piece of hard wood, such as ebony or partridge-wood, is the best material I have yet tried in which to make the discharging passage, but it is chiefly by prefixing to the wooden channel a brass cap, of very peculiar construction, that I have been enabled to obtain the present powerful effects. The piece of wood containing the discharging passage is, for the convenience of fixing, formed into a plug, such as is represented in fig. 1. The brass cap, to which I have just alluded, is affixed to the smaller extremity of the plug, and is shown in that position in the drawing. Fig. 2 is a longitudinal section of the same, drawn to the full size, and exhibits the hole through the wood, and the internal structure of the cap. The arrows indicate the course of the steam which passes, in the first instance, through a lateral slit, or saw-cut, in the brass, about $\frac{1}{50}$th of an inch wide, then through

Fig. 1.

Fig. 3.

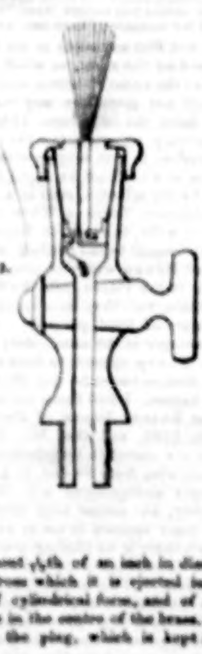
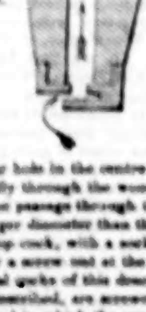


Fig. 2.



a circular hole in the centre of the cap, about $\frac{1}{15}$th of an inch in diameter, and finally through the wooden channel, from which it is ejected into the air. The passage through the wood is of cylindrical form, and of somewhat larger diameter than the circular hole in the centre of the brass. Fig. 3 is a stop cock, with a socket to receive the plug, which is kept firmly down by a screw nut at the top.

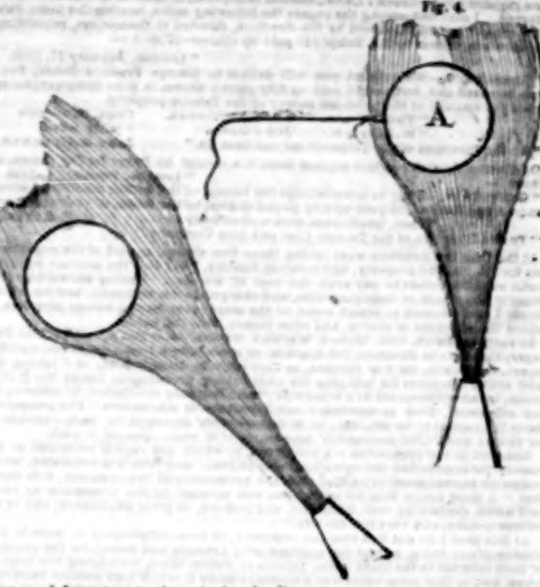
Several cocks of this description, each fitted with a wooden plug, such as I have described, are screwed into an iron vessel communicating with the boiler, and in which the proper quantity of moisture, to be carried out with the steam, is deposited by condensation. The steam is used at a pressure of about 70 lbs. on the square inch, and is discharged horizontally in diverging jets. Each jet affords quite as much electricity as a good electrical machine of ordinary dimensions; and when it is considered that a boiler of evaporating power, equal to that of a locomotive engine, would be adequate to sustain hundreds of such jets, an idea may be formed of the prodigious evolution of electricity which it is practicable to obtain by the agency of steam. Although it is perfectly clear that the electricity is excited in the discharging passage where the steam is exposed to violent friction, yet, as the mode of ejection which I have described is neither characterised by peculiar violence of friction nor by great extent of rubbing surface acted upon by the steam, I feel great difficulty in accounting for its extraordinary efficacy, upon the supposition that friction is the exclusive cause of the excitation.

In the course of my numerous experiments I have observed a very singular effect of a jet of steam, which, as far as I am aware, has never been noticed in any publication, and which I, therefore, take this opportunity of mentioning, although it is quite unconnected with electricity.

If a ball A, fig. 4, be immersed in a vertical jet of high-pressure steam, the ball will remain suspended in the jet without any other support than it derives from the steam; and if it be pulled to one side, by means of a string, as shown in the figure, a very palpable force will be found requisite to draw it out of the jet. The experiment may be varied, and rendered exceedingly striking, by discharging the steam obliquely, as in fig. 5, in which case the ball will take up its position at a greater distance from the orifice, but will still be sustained in the current, notwithstanding that gravity, in this instance, acts at an angle to the jet. A hollow globe, made of thin brass or

Fig. 4.

Fig. 5.



copper, and from two to three inches in diameter, answers very well for the purpose, where the steam is discharged from an aperture not less than $\frac{1}{10}$th of a square inch in area. In the well known experiment of supporting a ball upon the summit of a jet of water, the ball merely reposes in the hollow formed by the liquid in the act of turning over to fall to the ground, which is very different from being sustained in the current, as it is in the case of the steam.

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MUSEUM OF ECONOMIC GEOLOGY.

This institution, established by Government, and having for its object the collection of specimens illustrative of the useful application of geology, as well as that of developing our mineral wealth, is placed under the supervision or control of Sir H. de la Beche, F.G.S., assisted by R. Phillips, Esq., F.R.S., as curator, and Mr. T. B. Jordan, as keeper of the mining records, and is open to the public from ten o'clock till four. An office for the enrolment of plans and records adjoins the museum, and may be inspected on application to Mr. T. B. Jordan. The advantages arising from such a collection must be at once apparent, and the progress it has made during the few years it has been in existence holds out the prospect of its eventually becoming one of the first and most important institutions in the kingdom. A pamphlet has been published by T. Sopwith, Esq., F.G.S., giving an account of the origin and objects of the museum, from which we make the following abstract, reserving to ourselves such observations as we feel necessary, from several visits to the museum. In the meantime, we have only to recommend to our subscribers not only to visit the museum itself, which is open to the public, but to avail themselves of the advantages to be derived from the perusal of Mr. Sopwith's little publication, which is not only valuable, but possesses much information that will be read with interest. In front of the museum are five posts of granite, thus showing a specimen of this beautiful and lasting building material from Aberdeen, Peterhead, Penryn, Dublin, and Dartmoor.

In the first apartment on the ground floor is a collection of building stones, including the several varieties of granite, serpentine, porphyry, &c., with various marbles and earths, and their application to the fine and useful arts, the most interesting of which consists of the specimens procured by the commissioners appointed in 1838 to ascertain the best quality of stone to be used in the construction of the new Houses of Parliament. This inspection was confined to limestones and sandstones—granites, &c., being excluded, on account of their enormous expense when used in decorated buildings; that chosen for these great national works was the dolomite, or magnesian limestone of Bolsover Moor and its vicinity. The specimens are contained in glass cases, with labels attached, describing the nature of the stone, the locality whence obtained, and the public buildings erected with it. From whatever part of the kingdom the visitor may be, it will be interesting to him to observe a material with which he is familiar, and enables him to compare it with other stones for building purposes. This dolomite, from Bolsover Moor, is composed of carbonate of lime, and carbonate of magnesia, semi-crystalline, and of a light yellow colour. A cubic foot weighs 151 lbs. 11 oz.; blocks of fifty-six cubic feet may be obtained; the price at the quarry is 10*d.* per cubic foot, and the cost of conveyance to London (which is, in every instance, given) is 16*s.* per ton.

With the report of the commissioners, one may, in a few hours, make themselves acquainted with as great an amount of knowledge connected with the principal building stones in the kingdom, as could formerly be obtained by a tour of some months, and a visit to nearly 200 quarries, with mechanical and chemical experiments—nothing can more fully point out the great practical value of the science of economic geology. The next cases contain specimens of *axe dressed* and *fine axe dressed* granite from Devonshire and Aberdeen, with some sandstones; among the latter is a specimen from Talacre, showing its fitness for mouldings and ornamental tracery, the polished surfaces of the various granites and elvans from different parts of the kingdom exhibit their mineralogical structure in a very clear manner. The third row of cases contain marbles, alabasters, &c., from Derbyshire, Staffordshire, Devon, &c., in blocks of six inch cubes. Some of these specimens show most beautifully the encrinital and other fossils of the limestone formation, and not the least interesting are some specimens of "serpentine," which, should a demand arise for this beautiful description of the primitive rocks, there is no doubt blocks could be obtained more than sufficiently large for chimney-pieces. This row of cases also contain specimens of marbles, &c., from the Isle of Man, Jersey, Guernsey, Glamorganshire, Pembrokeshire, and the Hebrides, some of which are turned into handsome vases.

In the fourth row of cases are examples of encaustic tiling and tessaræ, manufactured by Messrs. Minton and Co., under Mr. Prosser's patent. These tiles are formed of clay, in a state of dry powder, subjected to very high pressure, and afterwards vitrified; they are prepared in small pieces of several forms, which fit into each other in various devices, and which may be combined in an endless variety of forms, and some of the finished specimens of which are truly beautiful. In another compartment are specimens of decomposed felspar (one of the components of granite), and from which china clay is prepared. Some of these are in the most elaborate designs, and show the delicacy of execution, and surprising grace of which the modelling of some of the finer clays are susceptible. Several beautiful specimens were presented by Lord Morley, and these cases contain, upon the whole, most exquisite specimens of workmanship, and which are, in fact, examples of the higher departments of art, to which the earths may be applied, and which comes thus within the comprehensive range of economic geology. Two greyhounds, and especially a group of flowers, afford evidence of how nearly the plastic art is allied to that of the chisel, and which, for delicacy of finish and sharpness of touch, vie with the light and elegant carvings of Gibbons himself.

[To be continued in next week's *Journal.*]

Locomotive Carriages from Boulogne to Amiens.—We are glad to find that a practical step has been taken in the important matter of rapid communication between Boulogne and Amiens. The specimen of wood paving in the rue de l'Eca, lately laid down at the instance of the mayor, affords good hope of a road hence to Amiens, which, in case of need, if things come to the worst, would enable steam carriages to arrive at Amiens two hours sooner than by the route of the proposed railroad from Calais to Carvin, &c. This wood paving is only two inches deep; but, from the combination of the asphaltum with the wood, it appears to stand firm, although subject to continual and heavy pressure. It is calculated to last twenty years, and has the advantage of being free from danger to horses, and may be constructed at moderate cost. Mr. Cassell, the manufacturer of this "Imperial pavement," has laid it down in the Millwall-road, near the West India Docks, London; and it has been tested by Dr. Ure and others, and found to answer well. We hope it will not be required as a substitute for a railroad here; but, if it should, it appears that we are prepared for the worst.—*Boulogne Guardian and Folkstone Reporter.*—[For additional particulars, see *Mining Journal* of last week.]

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